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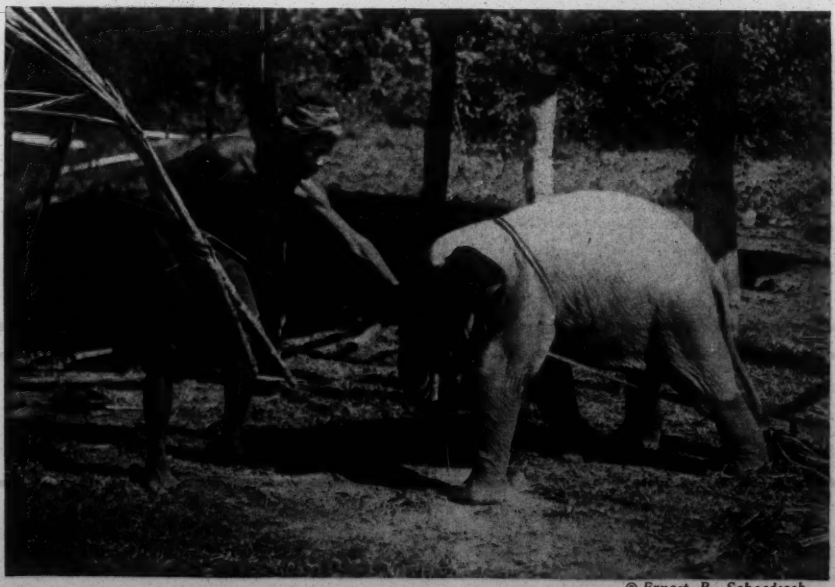

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IN SIAM A WHITE ELEPHANT IS NO BURDEN

White elephants, really albinos, are used on state occasions, but, while revered, they are not worshipped in Siam. This baby elephant is being coaxed by its owner with a bit of sugar cane. The owner, however, is keeping out of the way of its trunk, with which even a cub can deal a surprisingly heavy blow (See Bulletin No. 1).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Siam Reveres White Elephants—Uses Outboard Motors

THIS month the United States will receive its first visit from an absolute monarch. King Prajadhipok of Siam, his Queen, and the members of the Royal Court, will enter this country at Portal, North Dakota, from Canada, and will take up a temporary residence in New York State. Official calls will be exchanged in Washington, D. C.

Siam, one of the few nations on earth where a king is absolute monarch (others are Afghanistan and Ethiopia), outsteps some European colonies that are her neighbors in the march of progress. Although the white elephant is still revered in Siam, and is used in state ceremonial occasions, the country's air mail system has operated successfully for more than eight years. Telegraph offices number more than 400, and the number of inland telegrams exceed the foreign; while 455 post offices serve every city and rural center. Three high-powered wireless stations are in operation.

Americans Who Serve as Advisers

Two kinds of American visitors, one good, one bad, figure prominently in the kingdom's new prosperity. Francis Bowes Sayre, the late President Wilson's son-in-law, and Dr. Hugh M. Smith, former Commissioner of the U. S. Bureau of Fisheries, are staunch aids to Siam. The former headed a commission which secured treaties from foreign nations that removed extra-territorial rights and lifted tariff restrictions; Dr. Smith directs the development of Siam's fishery resources.

The unwelcome American visitor is the lovely but malicious "Florida weed." The blue water hyacinth of Florida, brought to the East Indies as a flower, has become a curse. Because the Queen of Siam brought the first specimens for her garden from Java it is often called the Java weed, but out in the country where it creates a national problem by clogging the irrigation canals it has earned the name, "blue devil."

Irrigation and Railway Projects

Siam, jungles, and heavy rainfall are three ideas closely associated. Why, then, must Siam build irrigation dams and canals? The answer is that almost all the rain falls at once, and must be regulated to keep it from sweeping away the central delta plain. Also, because the Siamese grow rice, they must have a wealth of water; hence, irrigation. The Prasak project, with a barrage type dam, completed in 1924, serves 488,000 acres. The Subhan project, scheduled for early completion, will have three times the Prasak capacity. Other vast works are under way or have been planned.

Railroads show equal promise. Siam, by its position, is a natural railroad center of the world's densest population area. Bangkok, the capital and Siamese metropolis, is the inevitable major railroad junction for all south and east Asia. Karachi, India, to Vladivostok, Siberia, is a 6,000-mile railroad dream for which Siam prepares. About two-thirds of the trackage is complete.

The vital branch line, Bangkok to Singapore, 1,118 miles long, has been finished and puts Siam within three days' travel of the great port. Eastern Siamese lines reach the Indo-Chinese border at two points. The north line extends nearly to the Burma border. Siam waits for these next door colonies to catch up with her 1,749 miles of State railways.

© *Photograph from N. H. Darton*

"SNOWFIELDS" OF WHITE CHEESECLOTH PROTECT PORTO RICO'S TOBACCO

Cotton mills have a hand in the production of high-grade Porto Rican cigars, for much of the best tobacco is grown under cheesecloth, which protects it from the scorching sun and the insects. Hundreds of thousands of yards of this cotton fabric are spread over the Porto Rican landscape (See Bulletin No. 2).

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San Juan, Oldest City under the American Flag

WHEN President Hoover arranged to visit the City of San Juan during his Porto Rico-Virgin Islands cruise, he was paying his respects to the oldest city in the New World under the American flag. Also, the Chief Executive sought rest in the place that Ponce de Leon, Spanish explorer, left in search of the "Fountain of Youth."

San Juan, the capital of Porto Rico, was a settlement half a century before St. Augustine, Florida, the oldest town in the forty-eight States, came into being, and a full century before the Pilgrims landed at Plymouth Rock.

Despite San Juan's age, it is a thoroughly modern metropolis of some 114,000 people. Skyscrapers peer over the old Spanish fort that pretends to guard the entrance to its magnificent harbor. Bustling traffic fills its narrow downtown streets, and a network of modern bus lines carry hundreds of commuters to work from its suburbs daily.

Stone Sentry Boxes Still Stand

Many monuments survive from the old régime of the Spaniards, who held the island continuously from 1509, a few years after Columbus discovered it, until 1898. Moss-grown forts, with thick walls and stone sentry boxes, flank the modern City of San Juan. Convent and cathedral, presidio, powderhouse, and hand-paved military roads that wind over the entire island of Porto Rico—all of these are ancient Spanish works.

Contrasting sharply with them are 5-and-10 cent stores, huge flying boats of the international mail and passenger lines, and pretty Porto Rican girls in one-piece bathing suits gamboling on the beaches.

American rule has checked disease and brought a measure of prosperity to Porto Ricans. Since the United States took over the island the population has grown from about 900,000 to 1,544,000. And all of these people are crowded into an area a third less than that of Connecticut. Passengers on modern air liners can see how crowded the island really is, with tiny huts standing in every nook and cranny and clinging even to the hilltops to save level space for crops. Children fairly swarm. The death rate is about 23, and the birth rate 39, per 1,000.

Merging of Small Farms

Porto Rico, like other parts of the world, has undergone great economic changes in the last two decades. From 1910 to 1920 the census shows 17,000 small farms were merged into big plantations. This is simply the result of the modern tendency of agriculture everywhere to enlarge the unit of its operations. As land rose in price, small holders sold out and took jobs on the plantations.

Fresh meat is scarce in Porto Rico. Much land that was once devoted to stock raising has been turned over, in recent years, to the cultivation of pineapples, citrus fruits, sugar, and tobacco. Even the food of the common people—rice, beans and dried codfish—must be imported.

Viewed as a big farm development the island is prosperous. But the plain truth is, its 1,544,000 people, who mostly work for wages, cannot subsist now on the kinds of things the land produces, and to live on imported foods is costly.

Migration has been tried, but so far with little success. Too often it is the educated youths who leave—an element the island needs. So Porto Rico is a problem. Under its ancient social order, deaths from disease kept the balance between population and food supply, but now all that is upset.

A hint of the importance to Siam of her railroads, all built since 1893, is contained in the recent report of an American agricultural expert. "I was told," he writes, "that a trainload of rice goes south daily for export to Malaya, China, Japan and the Dutch East Indies." Rice is to Siam what cotton is to the South. Siam vies with Japan for third place among the largest producers of rice in the world.

"Come live in a palace," Siam invites the tourist. The state railway system operates hotels as well as trains. The royal suites of its Phya Thai hotel at Bangkok are, indeed, royal suites, having been occupied by the late king before the palace was given to the railroad system.

American Outboard Motors Popular

Ticals, or the Siamese bahts, the monetary units of Siam—are one and the same when they get to Detroit. Of 310 new automobiles delivered in Bangkok one recent month a majority were American. Siam has discovered the American outboard motor, too. Canals that make Bangkok a tropical Amsterdam and the countryside an oriental Holland, prompt Siam to become the United States' ninth best customer for detachable motors and second best customer for other types of boat engines.

The month of May marks the beginning of the all-important rice planting. King and court and thousands of subjects turn out for the Rak Na or ploughing ceremony. Before the vast crowd the Minister of Agriculture, dignified with a hat like a spire, and a gorgeous gown, guides a huge gilded wooden plough drawn by two gaily decked bullocks. After the ploughing various seeds and grains are spread before the bullocks. It is an anxious moment for the milling populace. Whatever grass or grain the oxen eat most will be scarce during the coming season; at least the Siamese think so.

Oriental Boys Scouts and Red Cross

Oriental still in spirit, Siam acquires modern western appointments of great variety. The government runs on a budget and Siam, too, has been passing through an economy program. The king, by way of example, cut his royal allowance by 3,000,000 bahts.

The metric system has replaced ancient measuring units and became compulsory in 1930. Civil and Commercial Codes have been published; there are 38,000 Boy Scouts; the Red Cross has been organized. Chulalongkorn University, named for the monarch who, during his reign of 42 years, began the regeneration of the kingdom, enters its fourteenth year, strong and growing. There is an Economic Museum; a National Library has usurped the former National Cremation ceremonial galleries; and a Royal Institute of Literature, Architecture, and Fine Arts occupies a royal palace.

Bulletin No. 1, April 6, 1931.

Note: Supplementary reading and illustrations of Siam will be found in "Warfare of the Jungle Folk," February, 1928; "Hunting the Chaulmoogra Tree," March, 1922; and "From London to Australia by Aeroplane," March, 1921, *National Geographic Magazine.*

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Dinosaur Egg Discoverer Awarded Hubbard Medal

DR. ROY CHAPMAN ANDREWS, famous explorer, whose expeditions have ranged from a study of whales in the Antarctic's icy waters to search for traces of man's earliest homes in the arid Gobi Desert of Asia, recently was presented with the Hubbard Gold Medal, America's highest geographical award, by Dr. Gilbert Grosvenor, president of the National Geographic Society.

The medal bore, on one side, the seal of The Society, and upon the other the inscription: "The Hubbard Medal Awarded by the National Geographic Society to Roy Chapman Andrews for Extraordinary Geographic Discoveries in Central Asia."

Ninth Man to Receive Medal

Dr. Andrews is the ninth man to receive the Hubbard Gold Medal in the forty-three years of The Society's history. The others were: Rear Admiral Robert E. Peary, Captain Roald Amundsen, Captain Robert A. Bartlett, Grove Karl Gilbert, Sir Ernest H. Shackleton, Vilhjalmur Stefansson, Rear Admiral Richard Evelyn Byrd, and Colonel Charles A. Lindbergh.

In his series of Central Asia expeditions Dr. Andrews has unearthed fossils of prehistoric animals, ranging from tiny mosquitoes to giant dinosaur eggs, and these have carried knowledge of life on the earth back to millions of years ago. So far his search for traces of man's origin has not yielded such evidence, but the way this quest is to be continued he indicated when he said:

"We have always been hoping to find clay or rock strata which would yield some evidence of man's origin, which we believe to have taken place in Central Asia. During the past eight years we sought for such strata in vain in central and western Mongolia. It was not until 1930 that we discovered an enormous extent of Pliocene strata in eastern Mongolia. This is the period just preceding the Ice Age.

"It is in this formation that we might hope to find the remains of primitive man, if he lived in Central Asia. The success of this part of our work depends upon an intensive study of this area."

Pushing Back Horizons

In the presentation to Dr. Andrews of the medal, Dr. Grosvenor said:

"We all associate Roy Chapman Andrews' name most vividly with the long series of American Museum of Natural History expeditions which, beginning in 1916, he organized and led to Central Asia.

"By patient reasoning, rare exploring instinct and keen observation, he has achieved discoveries in the heart of Asia that have pushed back the horizons of life upon the earth and filled in gaps in the great ancestral tree of all that breathes.

"On the Central Asian plateau he has discovered many geological strata previously unknown; he has found and uncovered some of the richest fossil fields known in the world. Here he discovered the first dinosaur eggs, skeletons of the oldest known mammals, and of the largest known mammal, and extensive evidences of primitive human life. His explorations have proved that this region was one of the chief centers of the reptilian and mammalian life of our globe.

"He has carried a survey base-line for 1,500 miles from the Kalgan Railway through the heart of the Gobi Desert, mapping many thousands of square miles for the first time.

"Dr. Andrews has always taken great pains to describe his profound dis-

Porto Rico occupies a favored position among American dependencies. Although it is protected from foreign invasion by the United States it pays not a cent to this country for this or any of the various services rendered it. It may make its own tax laws, and retain all local revenues, including customs, income tax, and internal revenue, which, in territories, go to the Federal Government. In addition, Porto Rico recently received $1,000,000 for roads, made available by a special Congressional Relief Fund. Most important of all, Porto Rico products may be exported to the United States without paying the tariffs.

Like New York City, Porto Rico's capital, San Juan, is built on an island, an island that is separated from the mainland at the eastern end by only a narrow channel of water. The island curves protectingly around its harbor like Presque Isle at Erie, leaving a wide entrance at the western end. San Juan has been called Oriental-Spanish in aspect. The old Spanish part of the city has flat, chimneyless roofs, jutting balconies, grilled windows (without glass), central patio gardens and pastel-shaded plaster walls. The larger modern sections of the city, and the suburbs on the mainland, boast of wide asphalt boulevards, magnificent marble government buildings, modern high schools, theaters, and churches.

Note: See also "Porto Rico, the Gate of Riches," *National Geographic Magazine*, December, 1924. Brief items about Porto Rico and the Virgin Islands are contained in "Skypaths through Latin America," January, 1931.

Bulletin No. 2, April 6, 1931.

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WHERE PRESIDENT HOOVER WAS ENTERTAINED IN SAN JUAN

The Governor's Palace, completed in 1600, partially burned by the Dutch in 1625, and shortly afterward rebuilt, is the most famous structure in Porto Rico's capital. This is the official residence of the governors appointed by the President of the United States. In the background is part of San Juan's magnificent harbor.

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Queensland, Australia's Sugar Bowl

IN CONTRAST to much of the United States, which is just emerging from a prolonged period of drought, Queensland, one of Australia's largest states, has suffered from extremely heavy rainfall this season. (It is summer in Queensland when it is winter in the United States.) Floods swept large areas in south Queensland, forcing many residents in low-lying parts of Brisbane, the capital, to abandon their homes.

Only two years ago, however, children six years old tugged at parental apron strings in semi-arid western Queensland when roofs of their homes resounded from the tatoo of the first rain they had ever seen or heard.

Big Enough for Many Climates

Queenslanders, nearly all of whom are boosters of their State, if twitted about the reports, would counter with a boast that Queensland is large enough to accommodate many different climates. The State occupies the northeastern corner of Australia, including the Cape York Peninsula, the tip end of which is the northernmost point on the continent. This tip is but 750 miles south of the Equator.

Maine, the northeastern corner of the United States, could be swallowed up within the borders of Queensland twenty times, and then there would be room enough for a Rhode Island or two. If the tip of the Cape York Peninsula were placed on the northern tip of the Michigan Peninsula, Queenland's southern border would lie in the Gulf of Mexico in about the same latitude as Tampa, Florida. And at its widest part, the Australian State spreads across as many miles as the distance between Washington and Des Moines, Iowa.

Tropical fruits thrive in the northern portion of the State. Bananas are so abundant that the State has sometimes been called the Banana State. Not to be outdone by the fruit producers, the sugar cane planters along the coast increased production in the past half century so that 95 per cent of Australia's sugar comes from Queensland, and it has become the so-called "sugar bowl" of the continent.

Darling Downs Is a Farmer's Paradise

The traveler can ride for miles over roads between thickly planted fields of cane, so high that only the sight of a sugar mill breaks the monotony, and the silence of the vast area is broken only by the chug of "donkey" engines which haul the cane from fields to mills. Vast cotton fields in the northern part of the State are not unlike those of America, but they are worked by white laborers. Years ago, Australians decided that they wanted the continent to be a white man's country, so they sent the South Sea Island laborers back to their native homes.

Listen to a Queenslander of the Darling Downs, in southern Queensland, and he will nearly convince you that he lives in one of the world's finest farming districts. Here are four million acres of rich soil where seeds are merely sown and Nature produces enormous crops without the use of fertilizer. This region was opened up less than a century ago. Today it is an endless panorama of orchards, cattle ranches and farms. Corn, wheat and alfalfa grow abundantly. On some portions of the Downs, nine crops of alfalfa are harvested in a year.

Toowoomba, the capital of the Downs, reflects the prosperity of the district in its fine buildings and residences set in garden-spotted lawns. There is an air of wealth and importance to Toowoomba, yet at times its streets resemble those of a

coveries so clearly and entertainingly that millions of people have been entranced by his work. Thus he has been a leader in making an understanding of science a common possession."

Dr. Andrews, in accepting the medal said:

"The fact that our work has been stamped with the approval of The National Geographic Society, which exerts such a profound influence upon geographic science and education throughout the world, will send all of us back into the desert with new enthusiasm to meet the problems of further exploration.

"Exploration has of necessity entered a new phase. The great pioneer lines of discovery have been thrown across the continents in every direction; now only a few comparatively small areas of the earth's surface remain unknown. The task of the future is to fill in the blank spaces on the world's map and to study intensively the little-known regions of which there are many. The scope of our ten years' work in the Gobi Desert included seven sciences—geology, paleontology, archeology, zoology, topography, botany and photography. Our problem was to explore Mongolia from the standpoint of all these sciences.

"Reports of our work have perhaps unduly emphasized paleontology because the fossil animals discovered stirred the interest and imagination of the public. The Expedition has mapped more accurately than it ever has been done before a great part of the Gobi Desert, much of it new. It brought back ten thousand specimens of the living mammalian fauna. Its collections of fish, reptiles and amphibians are the largest ever taken out of Asia. It has discovered evidences of unknown primitive human cultures and its studies in botany have helped give us a picture of the climate and physical conditions of Central Asia millions of years before man appeared upon the earth."

Note: Life in the Gobi Desert is described with pictures in "Desert Road to Turkestan," *National Geographic Magazine*, June, 1929.

© *Owen Lattimore*

FOR HE IS THE CAPTAIN OF THE MERCANTILE GUARD!

Caravans passing through the bandit districts of the great Gobi desert in China must deal with this Mongol officer, who is seen here at home with his wife and child. This man has a corps of soldiers and makes a business of protecting travelers. That the business is profitable is indicated by the richly dressed family and the Paotow carpets (on tent-house) and the Ningsia rug (underfoot).

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The "*Viking*," and Some Other Famous Exploring Ships

WHEN an explosion tore the stern out of the *Viking*, sinking her off the Newfoundland coast with a loss of twenty-nine lives, another famous old exploring ship went to Davey Jones' locker.

It was on the *Viking* in 1882 that Fridtjof Nansen, the Norwegian Arctic explorer, made his first trip to the Far North. The *Viking* was then a Norwegian sealer, only one year old. Between 1904 and 1923 the *Viking* was skippered by Captain William Bartlett, father of the explorer, Captain Robert A. Bartlett, Peary's second-in-command on the trip to the North Pole.

A tragic end it was for a stout-timbered ship which had fought its way through many a sea filled with "growlers," "slobs," "pummy," "sish," and "pans," as the northmen term the different kinds of sea ice.

Fram To Become a Museum

A happier fate awaits the *Fram*, another craft associated with Nansen and the polar seas.

The *Fram* is round and tubby, like a large flat vegetable dish, with a schooner rig. She is remembered more for her ability to withstand tremendous ice pressure than for fast sailing.

Two venerated polar heroes of Norway have been closely associated with the *Fram*.

She fulfilled all the expectations of Fridtjof Nansen, who designed her specially for his historic drift across the Arctic Ice Pack in 1893-6. Instead of being crushed and sunk by the viselike grip of the heavy ice, she was lifted by the pressure and supported bodily as if by a ship's cradle. The most northern latitudes for a ship were recorded in her log during the three years' trip.

Again in 1910-12, the *Fram* was selected by Roald Amundsen as a base ship for his successful dash to the South Pole. When leaving her skipper at the Bay of Whales, near where Admiral Byrd later located Little America, she visited the most southern navigable waters.

First Through Northwest Passage

In San Francisco's Golden Gate Park rests the *Gjoa*, a gift of Amundsen. This little vessel, originally a Hardanger herring boat, was the first to traverse the Northwest Passage. Sought for centuries by adventurers and explorers in single ships and even fleets, this water route across North America was supposed to be a short cut to India.

Perhaps the most tragic tale in all Arctic literature is the Last Voyage of Sir John Franklin, who set out in the *Terror* and *Erebus* to discover this passage in 1845. No other expedition started with more up-to-date equipment or higher hopes for success.

Yet Sir John and every one of his 128 men vanished into the icy wastes—the Andrée tragedy of that generation. Not until fourteen years afterward, when Captain M'Clintock discovered skeletons and records on King William Island, was this strange mystery cleared up and the terrible disaster which overtook this lost fleet made known. Eskimos spoke of strange men from the sea who landed only to die as they walked.

Many famous exploration ships are still active and doing their bit. Admiral

small American county seat on court days, for it is here that the rural folk come for amusement, but finally settle on the street corners and in the shops talking sheep, grapes, wheat, wool, and corn.

While Queensland is not a Johannesburg, Mount Morgan, near the Pacific coast, has produced more than $125,000,000 worth of gold.

Rockhampton, a city of 20,000 inhabitants, owes its existence to the gold mines. It lies thirty miles from the sea coast and is shielded from the sea breezes by a high ridge. Large gold mines are also to be found near Townsville, a seaport about midway of the Queensland coast. Copper and lead now are important mineral products of the gold mining region. Tin is mined on Cape York Peninsula.

In western Queensland, the traveler passes through cultivated areas, larger than entire States in the United States, which were once arid. There are also portions which man has not exploited. Rain here is seldom seen but artesian wells are brought in by drilling. Western Queensland is the land of Australian opals, found in diggings from 6 inches to 30 feet deep. About 200 miles from Rockhampton, the Anakie gem fields produce about $100,000 worth of sapphires a year.

Queensland's drawback, according to Queenslanders, is its small population, which is slightly less than that of Boston, Massachusetts. More than a third of the inhabitants of the State live in Brisbane, capital of Queensland. Lying on both banks of the Brisbane River, the capital city, in many respects, resembles a thriving American port, with busy docks lining the water front and tall, modern buildings along clean, bustling streets in the background.

Note: For additional up-to-date material about Queensland's Great Barrier Reef see "The Great Barrier Reef and Its Isles," *National Geographic Magazine*, September, 1930. Consult also "Great Britain's Bread upon the Waters," March, 1916, and "Lonely Australia," December, 1916.

Bulletin No. 4, April 6, 1931.

© *Capt. Frank Hurley*

HAND FISHING ALONG QUEENSLAND'S GREAT BARRIER REEF

The aboriginal natives use the root of a certain vine to drug pools in which fish are swimming at low tide. The helpless fish may then be caught by hand. Note the many different varieties of coral in the background.

Peary's *Roosevelt,* his base ship for the discovery of the North Pole, is now a lowly tug on the west coast. She was built so sturdily that her "wooden walls" were 20 inches thick. Even her ice-breaking bow was literally a solid chunk of oak, "like a gladiator's cestus," said Peary.

The *Quest,* Sir Ernest Shackleton's last Antarctic steamer, has recently been host to a party of young British aviation enthusiasts who are studying the northern air route to America.

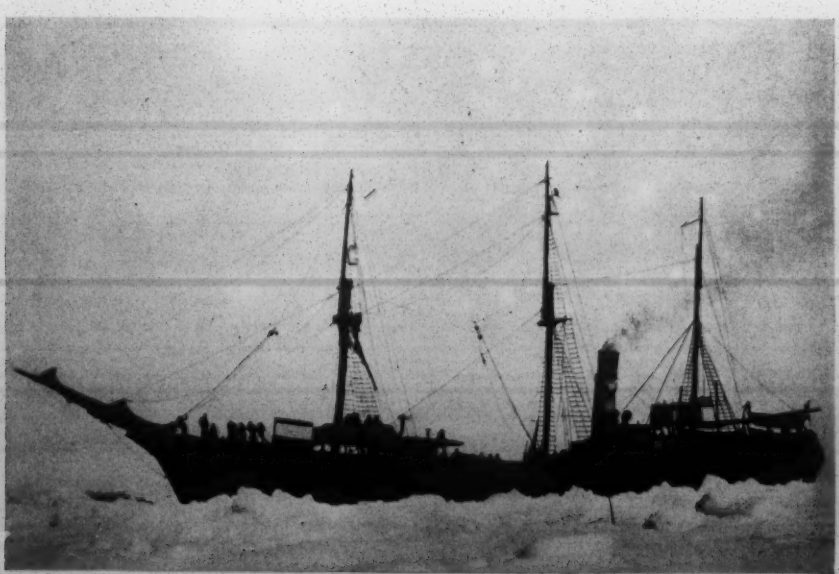
The *Discovery,* a living reminder of gallant Sir Robert Scott's first Antarctic venture, now lies neglected in a London dock. A new, steel namesake has been sailing the Antarctic seas in the interest of science.

Byrd's Ship Antarctic Museum

Even the bark *City of New York,* manned by members of the Byrd Antarctic Expedition, and carrying souvenirs of Little America, is doing its bit for its master. This old ship's visit to east coast cities is enabling many thousands of people to see a real Arctic vessel "in the life."

Perhaps the most romantic of all Arctic ships is the late Coast Guard Cutter *Bear.* This historic old brigantine, rescuer of many a beleaguered Alaskan explorer, whaler or trader, has just been retired after over forty-five years' active service and presented, by an Act of Congress, to the City of Oakland, California. She will always be remembered, however, as the ship which, in 1884, rescued General A. W. Greely, then a lieutenant, and his surviving companions from the barren slopes of Cape Sabine, Ellesmere Land.

Note: The sealing industry and old sealing ships, such as the *Viking* party intended to put into motion pictures, are described and pictured in the "Sealing Saga of Newfoundland," by Captain Robert A. Bartlett, *National Geographic Magazine,* July, 1929. Students interested in sailing ships should read "Rounding the Horn in a Windjammer," February, 1931. For additional material about the Newfoundland and Labrador coasts, and Arctic animal life, see "The MacMillan Arctic Expedition Returns," November, 1925; and "Life on the Grand Banks," July, 1921.



© *Capt. Robert A. Bartlett*

THE ILL-FATED *VIKING* IN NEWFOUNDLAND WATERS

This photograph was taken several years ago by the son of Captain William Bartlett, who skippered the old sealer between 1904 and 1923. Fridtjof Nansen, the Norwegian Arctic explorer, made his first trip north in the *Viking* in 1882.